

**REGIONAL SUBCOMMITTEE
SECTION 3
MEETING #1 REPORT**

**KNOXVILLE
PARKWAY
CONTEXT SENSITIVE
SOLUTIONS**

REGIONAL SUBCOMMITTEE 3



October 7, 2004

National Transportation Research Center, Knoxville, TN

Gary D. Bates, PE, Facilitator

Knoxville Parkway, Context Sensitive Solutions Subcommittee Meeting #1

INTRODUCTION

The first Regional Subcommittee meeting for section 3 was held on October 7, 2004, at the National Transportation Research Center in Knoxville, Tennessee. The facilitator, Mr. Gary D. Bates with Roenker Bates Group, led the meeting.

AGENDA

8:45 AM Sign-in

9:00 PM Introduction of Members – *Facilitator*

9:10 AM Partnering and Teamwork – *Facilitator*

9:20 AM Project Overview – *Palmer Engineering*

9:40 AM Design Parameters – *Palmer Engineering*

10:00 AM Discussion of Section 1 Critical Issues - *Facilitator*

10:20 AM Break

10:30 AM Brainstorm Possible Solutions – *Palmer Engineering*

11:45 AM Future Steps and Issue Group Selection – *Palmer Engineering/Facilitator*

Noon Adjourn

David Lindeman opened the meeting with a review of the previous meetings on the project as well as presenting design parameters. Gary Bates facilitated a discussion of the critical issues in Section 3. The issues identified were as follows:

CRITICAL ISSUES

- Subcommittee members discussed the need for geotechnical studies to understand the possible effects of construction activities upon the communities near the corridor, the Karst topography and the caves.
- Committee members were concerned about maintaining access to local properties and maintaining adequate traffic flow during construction and the impact of increased traffic on local roads. Safe access for Solway residents to Pellissippi Parkway was a concern.
- In order to maintain continuity within the local access road system during and after parkway construction, local roads will have to be improved and alignments modified. Where will that funding come from?
- The project should be phased so that there is no opportunity to eliminate the section of the parkway between the Pellissippi Parkway and I-40/I-75 on the west end of the corridor.
- There was some discussion concerning environmental issues related to air quality, noise levels, and water quality. A portion of this discussion related to the presence of trucks and their braking characteristics. Committee members were interested in knowing what types of noise abatement are available. Concerns were expressed about the potential impact upon Beaver Creek.
- It was the general consensus of subcommittee members that keeping a minimum footprint for the parkway especially for interchanges was desirable. Committee members were uncertain how many interchanges were needed.
- Changing the term “Beltway” to the term “Parkway” creates an expectation that aesthetics will play an important part in the design. Therefore, there is a desire for no billboards, rest areas could be considered in the design if necessary, and there should be development restrictions within viewsheds.
- Subcommittee members were interested in seeing the criteria for property acquisition as it relates to how landowners are to be compensated for their property.
- It was noted by committee members that there are archeological sites within the corridor, which need further investigation.

GENERAL COMMENTS

David Lindeman led a discussion of possible alternatives to consider. The following general comments were made:

1. The subcommittee members were interested in investigating an alternative alignment that would avoid Emory Vista Subdivision by going near the river.
2. It was felt that the Pellissippi Parkway interchange is necessary.
3. Concerns were expressed that since Solway Road is the only access point for emergency vehicles, it must be kept continuous and not cutoff by the interchange. Additionally, Rather Road should be converted to a frontage road and a connector can be constructed between Gunn Road and Rather Road.

4. Committee members expressed concerns that if a 4 level interchange is constructed at Solway Road that the grade would be too steep.
5. The subcommittee suggested that the parkway alignment should be shifted to the south of the cave near Moody Hollow.
6. Committee members mentioned concerns about Pellissippi State Students speeding.
7. It was mentioned that trees should be avoided wherever possible.

CROSS SECTION FOOTPRINT

- There was a significant amount of discussion concerning the footprint of the parkway. Depressed medians are preferred providing enough room to add lanes in the middle but making sure that medians are not any wider than necessary. Independent roadway may work in some areas.

DESIGN SPEED

- Members of the subcommittee stated that the design speed might be a function of the number of interchanges. The assumption was that a greater number of interchanges would reduce the design speed. They wanted to keep the speed at 70 MPH.

REASONS TO LOOK AT ALTERNATIVE YELLOW CORRIDOR

- 1. The study corridor is based on an alignment selected prior to development of the Emory Vista Subdivision. Many residents in the subdivision did not know of the location of the proposed roadway when selecting lots to build on. There has been a significant amount of citizen comment concerning the impact to already established neighborhoods.***
- 2. These proposed alternatives could reduce the negative impact upon already established neighborhoods.***

SUGGESTED IMPROVEMENTS TO PROCESS

- Subcommittee members expressed a desire to have more information prior to the meeting.
- There was a concern that subcommittee members might be seen as “yes men” for the TDOT process
- They also felt that three hours were not enough time for the assigned task and that introductory comments could be shortened to conserve subcommittee time

ATTENDEES

20 people attended the meeting. The names and organizations of the people who attended the meeting are presented as follows.

Regional Subcommittee 3 Organization

Raynella Dossett	Regional Subcommittee 3
Marc Dunham	Regional Subcommittee 3
Carolyn Greenwood	Karns Community
Katherine O' Hatnick	Regional Subcommittee 3
Gary Owens	Regional Subcommittee 3
David Reister	Sierra Club
Tom Tucker	Regional Subcommittee 3

TDOT

Title

Ataur Rahman	TDOT Design
Mike Russell	Transportation Manager, TDOT, Region 1, Project Management
Bob Woodson	TDOT Right of Way
Cliff Stewart	TDOT Design

Consultants

Company

Gary Bates	Roemaker Bates Group - Facilitator
David Lindeman	Palmer Engineering - CSS Consultant
Bob Kennedy	Palmer Engineering
Stephen Sewell	Palmer Engineering
Todd Kemp	Palmer Engineering
Luke Eggering	Parsons Transportation
Larry Chaney	HNTB
Steven Field	HNTB
John Moss	HNTB